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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
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Hongkong, 1st October, 1908. [a1375-3]

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Hongkong, 29th April, 1908. [a1547]

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Hongkong, 9th May, 1907. [1374]

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Hongkong, 5th December, 1908. [a918]

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Hongkong, 14th November, 1908. Hongkong. [a1555]



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Hongkong, 5th November, 1908. [a34]

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WM. MEYERINK & CO.,
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Hongkong, 5th September, 1908. 114

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Hongkong, 13th August 1906. 28

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Hongkong, 8th December, 1908. [a61]

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Hongkong, 1st December, 1908. [a1628]

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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1261

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Consultation Free.

Hongkong, 21st September, 1905. 1327

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SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at 36, 37 and
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and AIR GUNS in Variety.
Inspection Invited.

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Hongkong, 26th October, 1906. 1445.

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POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 5th March, 1907. 42

**AUTOMATIC MAUSER
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CALIBRE 7.65 mm.
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Hongkong, 13th March, 1907. 555

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Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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[a39]

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Private Bar and Billiard Rooms.
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Electrically Lighted; Electric Fans (if
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Hongkong, 24th July, 1905. [a1475]

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Fine View of the Harbour; Reduced Terms
for the Summer Months. Telephone, No. 690.
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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 5th October, 1908. [a1268]

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[a1623]

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from Canton, give easy communication with
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For Terms, apply to
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[a216]

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A Very Fine Selection in Great Variety—MEERSCHAUM and BRIAR PIPES, CALABASH PIPES (a Special Assortment) SMOKERS' COMPANIONS, MEERSCHAUM and AMBER CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES in real CROCODILE SKIN, SNAKE SKIN, &c. TOBACCO POUCHES in BEAVER, CROCODILE, SNAKE and DOB SKIN, &c. TOBACCO BOXES and JARS, ASH TRAYS.

All these Goods are of the Highest Class and Specially Selected.

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Hongkong, 11th December, 1908. [29]

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

W. J. H. W. W.

HONGKONG, DECEMBER 11TH, 1908.

THE Crown Colonies have not much reason to bless the present Government in England, but the self-governing Colonies have at least the satisfaction of knowing that the Imperial Government is in sympathy with their efforts to solve one of the gravest problems which have for years been confronting them all—we mean the problem of Asiatic immigration. Australia, New Zealand and Canada have deemed it necessary to adopt drastic measures to stop the influx of Chinese and Japanese immigrants while the South African Colonies have awoken to the grave peril of immigration from India and have sought relief in the same way that it obtained in Australia and the United States. Speaking as a guest of the Liberal Colonial Club in London recently Colonel Sneyd expressed his entire agreement with the principle of the objection of the people of Natal and the Transvaal, and he agreed also that Australia should be reserved for the white races provided they proved themselves sufficiently prolific. "So long," he said, "as Australian statesmen, backed by the unanimous opinion of the people of Australia said that their country could only be well governed if the exclusion of Asiatics were maintained, the Government at home must endorse that proposal."

The problem of finding the solution so far as the Indians are concerned is a much more difficult one than that which relates to Chinese or Japanese immigration. Japan has been able to solve the difficulty of accommodating an expanding population by the acquisition of territories large enough to absorb her overflow for many years to come. India, on the other hand, stands in great need of an outlet for her surplus. British East Africa has been suggested for colonisation by Indians. The suggestion has had the support of Mr. WINSTON CHURCHILL, if it was not he, in fact, who originated the idea. Men who have spent their lives in Africa, who have watched the present problems forming and pronounced against the idea and pointed out that it would simply mean recreating in another part of Africa the vexed problem now awaiting solution in Natal. It was probably with some knowledge of the case against the proposal that Colonel SNEYD expressed in the speech to which we have alluded the opinion that "we should do wrong to adopt that plan unless we are convinced that the country would not attract and support a great white race. Whether it would do so or not could only be tested by time, and we must wait and see." This enables us to understand that the Under-Secretary meant when he said earlier in his speech that the immigration problem involves a lesson in patience. It is a lesson which will outlast the lifetime of the present generation of politicians.

But what of China? In Australia and on the Pacific Slopes of America "the real difficulty" is with China, and it is not an uncommon thing to see the statement glibly made that China cannot support her present population. "Her 450 millions," says one writer "are at present confined to a country not capable of supporting 300 millions in accordance with civilised ideas." Now, if we take the opinion of Sir ALEXANDER HOYLE who has travelled in nearly every province in China, the estimate of 450 millions must be reduced by at least one hundred millions, and in many of the provinces there are vast areas but sparsely populated. It does not follow that "as civilised ideas come in, an overflow of population is inevitable." Rather ought those ideas to serve in keeping the population at home, for the application of civilised ideas in the promotion of industry and trade and the exploitation of the mineral wealth of China should provide employment enough to render emigration unnecessary on account of any inability to find the means of livelihood. China is evidently not anxious to encourage emigration on any large scale and if there is an unemployed problem in China it does not seem to force itself into prominence.

The French Mail of the 10th November was delivered in London on the 9th inst.

Vessels coming from the South are apparently encountering heavy weather, and are consequently arriving late.

The foreign residents registered at Tsingtau according to the latest published return number 1,654 comprising 1,412 Germans, 22 Americans, 14 Austrians, 9 British, 7 Swiss, 7 Dutch, 4 Russians, 8 French, 2 Danish, 2 Italians, 1 Turkish, 9 Indians, and 161 Japanese.

It will interest lovers of music to know that the Hongkong Philharmonic Society intend to give their first concert this season on Friday, January 8th 1909. Local orchestral rehearsals are now vigorously proceeding under the able conductorship of Mr. Denman Fuller, F.R.C.O., L.R.A.M.

Inspector Ritchie, after seventeen years' service in the Hongkong Police, has retired from the force on pension and leaves for home to-morrow. He joined the Edinburgh Police in 1886 and came out to Hongkong in 1891. A very efficient officer, his departure will be regretted by all his colleagues.

At the Magistracy yesterday a Chinese woman was brought up on a charge of having attempted to commit suicide. She had gone to Macao and losing money at fan-tan feared the wrath of her husband and on arrival at Hongkong jumped into the harbour. Mr. Kemp cautioned and discharged her.

The case in which Messrs. H. Rattoujee & Son were summoned for an offence under the Stamp Ordinance came on at the Magistracy yesterday before Mr. J. R. Wood. Defendants since the last hearing had been summoned from the Supreme Court. Mr. Denny, from the Crown Solicitors' office, appeared for the prosecution and asked his Worship to impose a fine in respect of each of the three summonses. His Worship inflicted a fine of \$25 in respect of each proceeding, \$75 in all.

Another old-established Shanghai firm is being converted into a Limited Liability Company under the popular Hongkong Ordinances. The firm of R. Lawrie Smith & Co., artists, decorators, complete household furnishers, general contractors and commission agents which has so long carried on a successful business at 23 Nanjing Road, has been taken over by a limited liability company, with a capital of 1,000,000, in 2,000 shares of 150 each, only 1,500 of which are to be issued at present.

The Royal Society has awarded a Royal medal to Professor John Milne on the ground of his pre-eminent services in the modern development of seismological science. We may recall that for twenty years he was in the employment of the Japanese Government, and him fell the important task of establishing the seismic survey of Japan embracing nearly one thousand stations.

Great sums of money, the British Consul says, have been expended on Government enterprises of all kinds at Chinan-fa, in Shantung, such as the mint, the arsenal, numerous schools and colleges, a model reformatory, two industrial schools, an agricultural college and forestry department, a steam silk flature, a steam flour mill, dredgers and much else, though now, since the accession to office of the present Governor, a policy of strict retrenchment which the German press in Tsingtau picturesquely characterises as "the iron broom" has set in with results still to be seen.

The new Emperor is to be known as Hsuan Tung. Now, according to Stent, says (a writer the *Shanghai Mercury*) Hsuan means "to proclaim, to declare, or to read loudly." Tung means "lead, a leader, the beginning, or the whole." A very pretty field lies here for the ingenious, or ingenious, translator. The new baby ruler may be the "proclaimed leader," and he so, whom is he to lead, where is he to lead them, and against whom? Or he may be the "declared origin" of a new era, the "proclaimed beginning" of a fresh regime, or a score of other things. It does not seem that these titles are necessarily prophetic. "Kwangsu," the official name of the late Emperor, literally means "continuation of glory," not perhaps the epithet which will be most eagerly seized on by historians of the future to describe his reign. So "Tanghohi," the name of the predecessor, meant "Peace and order," the "peace" being that which was won by rebellion and foreign war, and the "order" such as followed the exhaustion brought about by them. The *China Times* says that "Hsuan Tung" means "to publish to all," it does not say what is to be published. That is one of the charms common to telegraphese and won-li alike.

The Spanish Consul of Shanghai, Mr. A. F. Ariza, upon his investigation into the professional conduct of Mr. G. D. Musso with reference to the registration as a Spanish protégé of Wong Chow-sun has found that so far as the Spanish Consulate was concerned, Mr. Musso's conduct was throughout correct. Although the fees paid by the woman to Mr. Musso were paid at the time she was recognized as a Spanish protégée the Court could not enter into the merits of this point, an agreement between Counsel and client having intervened, which the Court would not be justified in discussing. At the same time, as the Court would have been ready to pass censure, if necessary, upon Mr. Musso, within the limits of its jurisdiction, it takes opportunity of praising Mr. Musso for having undertaken in diverse instances the defence in *forma pauperis* of poor Spaniards, which, within the knowledge of the Court, involved considerable loss of time to him. The Mixed Court recently withdrew its permission for Mr. Musso to appear in that Court on account of this case.

A SOLDIER'S DEATH.

Bather a gruesome story was told at the inquiry held at the Magistracy yesterday into the circumstances attending the death of Lance Corporal Smith, of the Buffs Regiment. Mr. J. H. Kemp conducted the inquiry and the jury was composed of Messrs. A. Sinclair, W. H. Hurdick, and L. V. Langstein.

Detective-Sergeant Appleton spoke to being called to Murray Barracks on November 27th where, on the east side between the oil store and the bread store, he found a large pool of blood. He traced the blood marks to the door of the guard room, about 50 yards distant. He examined the ground, but found no signs of a struggle. The razor prodded was handed to witness by the adjutant. At the military mortuary witness saw the body of deceased, there being a large cut in the throat and teeth-marks on one of his hands. A perusal of deceased's correspondence threw no light on the subject.

Medical Officer Parry, R.A.M.C., stated that when he examined the body he found a large incision wound about four and half inches long, about the larynx. It was a clean cut wound, and was deeper on the left side than the right. He also examined the body, and the only other marks of violence were teeth marks on the left wrist, the impression corresponding to the teeth of deceased. Witness was of opinion that this wound was self-inflicted.

Corporal Potter stated that he was returning to barracks when on getting near the oil stores he heard some one gasping for breath. A moment later a man rushed out and fell at witness's feet. Witness saw that he was bleeding from the throat, and almost immediately the man got up and rushed towards him. Witness got the stretcher, and deceased was taken away.

Private Smith, who was in the company of the previous witness, stated that while the stretcher was being fetched deceased rushed at him in such a manner that witness ran to the guard room. Deceased followed, and came up the steps part way, and then fell down. On an endeavour being made to get him into the stretcher a violent struggle took place. Deceased was well liked by every one.

Another witness stated that near the place where he found the blood-stained razor he discovered a key belonging to Private Marsh.

Mr. Kemp—I may say that the presence of Private Marsh's cap will be explained by a witness who cannot attend to-day, but who will be called at the next adjournment. Witness added that deceased knew Private Marsh and was on friendly terms with him, being in the band together.

In consequence of four witnesses being unable to attend, the inquiry was adjourned until to-day (Friday).

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITAIN'S NAVAL POLICY.

LONDON, December 10th.

The British Admirals have had a meeting at which they urged a stronger naval policy.

"NEAR EASTERN" SITUATION.

LONDON, December 10th.

Vienna anticipates a settlement of the "Near Eastern" situation. Great fears, however, are entertained elsewhere.

THE UNITED STATES BUDGET.

LONDON, December 10th.

It is anticipated that the United States will have to meet a deficit of 143 millions.

WINTER GALES.

LONDON, December 10th.

A violent gale is raging in the English Channel.

A SHANGHAI LIBEL ACTION.

SHANGHAI, December 10th.

The action for alleged libel by Mr. E. T. Bethel against the "North China Daily News" is concluded. Plaintiff has been awarded \$3,000.

[REUTERS'S SERVICE.]

GERMANY AND THE NEAR EAST.

LONDON, December 8th.

Prince Buelow speaking in the Reichstag said he wished to see the New Turkey strengthened politically and economically. In regard to the Balkans, Germany had left to other and more interested powers, the lead at the diplomatic gate but he emphatically affirmed loyalty to Austria. Count Ivolosky had assured him that no Anglo-Russian understanding existed against Germany. The Prince welcomed the Japanese-American agreement as absolutely in accord with the principles of German policy in the Far East as expressed in the Anglo-German Agreement of 1900 to which Japan adhered. The Prince concluded by saying that Germany would strenuously work for peace in the Balkans.

THE UNITED STATES.

LONDON, December 8th.

President Roosevelt in a message to Congress dwells on the prosperity of the country, reiterates his views on Trusts, advocates industrial co-partnerships, and condemns delays and denials of justice through the Judges' subservience to petty technicalities. Foreign policy must, he says, be based on principle prevailing between honourable individuals. The President pays a high compliment to the great progress of Japan and thanks her for the generous hospitality extended to the fleet, urges the completion, as soon as possible, of four battleships, the creation of a general staff of the navy, and the most rapid building of the Panama canal. A series of photographs is attached to the Message showing the appalling destruction caused in North China through deforestation.

THE BANDMANN COMEDY COMPANY.

Owing to the delay in the arrival of the English mail steamer the Bandmann Comedy Co. were unable to open their season at the Theatre last night, and we are asked to announce that the comedy "The Lady of Ostend," which was advertised for this evening is withdrawn, and the very popular comedy "Lady Frederick" will be given instead. Tickets taken for Thursday will hold good for this evening and those who have taken tickets for the performance of "The Lady of Ostend" can either have their money returned or exchange them for seats at this evening's performance of "Lady Frederick." If circumstances admit, a matinee performance of "The Lady of Ostend" may be given during the Company's stay in the Colony.

A Shanghai contemporary states that the action, Heck v. Arnold, Karberg and Co., which was originated many months ago in the German Consular Court here, will be argued in the Appeal Court at Leipzig this month. The action was brought by the plaintiff for recovery of damages against Messrs. Arnold, Karberg and Co. for alleged wrongful dismissal, and, on account of the nature of the case, it created much interest here. The defendants gave as one of their grounds for dismissal that the plaintiff had refused to do work after five o'clock in the evening, and in answer to this the plaintiff referred to the practice in British firms, where the closing hour was five o'clock. Judgment was given for the defendants, and it is the appeal against this decision that is now being heard.

SUPREME COURT.

Thursday, 10th December.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Sir F. FIDGOTT).

A COMPROMISE'S LIABILITY. The hearing was continued of the action in which S. J. David and Company, merchants, sued Chan Ut Chui, a compradore formerly in their employ, for the recovery of \$648,816 the amount of damages due under agreement. Defendant counterclaimed for the return of his security, \$35,000, alleging that he had fulfilled the terms of his contract.

Hon. Mr. Pollock, K.C., instructed by Mr. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs, while defendant was represented by Sir Henry Berkeley, K.C., instructed by Mr. J. Scott Harston.

Sir Henry Berkeley said he intended to move for judgment on the facts before the Court, and if the Court was unable to give the judgment he asked for he would suggest that an inquiry similar to that which his Lordship ordered in the case of Chan Kee and Sassoon be directed. Counsel proposed to put in certain documents which were admitted by the other side.

Mr. Pollock—My friend is not entitled to put in any documents without calling evidence.

Sir Henry Berkeley said the documents contained a record of matters that had passed. His Lordship—You will have to prove the reports.

Sir Henry Berkeley—They are admitted by the other side. Proceeding, Counsel said he desired first of all to direct the attention of the Court to the nature of the action, and to the parties to it. His Lordship would see that the parties were Messrs. S. J. David and Co. and Chan Ut Chui, and that the action was confined to a claim to recover damages from the defendant to recoup the plaintiffs for losses sustained by them on contracts made for the sale of yarn with certain Chinese persons in this Colony for whom the defendant was stated to be surety. This was a specific action, and there was no other question before the Court. The sole question was whether the plaintiffs were entitled to recover in this action from the defendant any sum in respect of the losses which they sustained. He submitted that there was no agreement between the parties; it was absolutely imaginary on the part of the plaintiffs. When his Lordship read paragraph 3 of the statement of claim, Sir Henry Berkeley had no doubt that he imagined that his learned friend was quoting part of an agreement between the parties. If his Lordship got the strongest pair of magnifying glasses in the Colony, and looked the agreement through from beginning to end, he would not find one single word justifying any such allegation on the part of the plaintiffs. What his friend had done was to misquote the proviso for redemption, and endeavour to convert it into an agreement or a covenant to pay. He had absolutely mistaken the remedy in this case. Instead of bringing an action to foreclose the security, the plaintiffs had brought an action for damages for breach of contract, placing the defendant, as it were, on a footing with the Chinese contractors for whom he was surety under the mortgage.

His Lordship—It is customary here, apparently, to link on the compradore agreement with the compradore mortgage. That is precisely what was done in Chan Kee's case, and there I held that it was proper.

Sir Henry Berkeley—The facts are not the same in the two cases.

His Lordship—Does anything turn on this somewhat technical point that only Mr. David is a party?

Sir Henry Berkeley said that was one of his points. He submitted that the defendant contracted in two capacities. He had made with the plaintiffs an agreement as their servant, and he had also executed a mortgage to Mr. A. J. David. There had been no assignment of that mortgage by Mr. A. J. David to Messrs. S. J. David and Co. Counsel submitted that in the absence of any assignment of that mortgage from Mr. A. J. David to Messrs. S. J. David and Co. the plaintiffs had no locus standi to sue the defendant in this case.

His Lordship—Supposing this mortgage were foreclosed, and the money was recovered under it, would not that money belong to the firm?

Sir Henry Berkeley—It does not follow that because A. J. David is a partner in the firm that he is in accord with the rest of the partners for the enforcement of this security. They should have made him a party to these proceedings. We have made no assignment of any mortgage to S. J. David and Co. The mortgage is not suing us, and nobody but he can sue us. Proceeding, Counsel submitted that the plaintiffs could not sue on any covenant in the mortgage. He submitted further that the two documents—the mortgage and the agreement—having been made between different parties, could not be read together. In Chan Kee's case the mortgage and the agreement were between the same parties. The first point he wished to raise was that the plaintiffs could not sue, and that the defendant was entitled to judgment because of the manner in which the action was brought. His second point was that the mortgage, having been made to A. J. David, could not be regarded as incorporated into the agreement made with different persons, S. J. David and Co. In the proviso for redemption that, if the defendant did not pay, he lost his mortgage property, there was not a single word which could be construed into an obligation compelling him to pay whether he wanted to save his property or not.

The hearing was adjourned.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

The hearing was adjourned.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPERTEZ (ACTING PUISSE JUDGE).

INCOMPLETE PARTICULARS.

Action was brought by Man Yeung Chi, a widow, against Mok Lei Pan, compradore, to recover \$1,000 due under a promissory note made in favour of Man In, deceased. There was also a counter claim for \$1212, of which \$212 was waived in order to bring the claim within the summary jurisdiction of the Court.

Mr. C. F. Dixon of Messrs. Hastings and Hastings appeared for the plaintiff, and Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) represented the defendant.

On the claim judgment was entered for plaintiff with costs, and a stay of execution granted by consent.

Mr. Dixon stated that in connection with the counter claim he applied for further particulars regarding the items in the claim on the 27th of last month. His Lordship made an order for further particulars, but they had not yet been furnished.

Mr. Morrell—My friend is not quite right. I furnished him with particulars this morning.

Mr. Dixon—This is what he has given me, "Three sons at \$4 each per month." I want dates.

His Lordship—Have you got the dates, Mr. Morrell?

Mr. Morrell—Not the exact dates. It is for board for seven years.

His Lordship—I think you will have to give the dates. That is a very important part.

Mr. Morrell—The three sons were boarded since April 7th, 1902. The eldest son left him in 1904; another left him in 1907; and the third was still living with him.

The hearing was adjourned.

LOCAL SPORT.

CRICKET.

"KING ALFRED" V. BUFFS.

Through the courtesy of the committee of the Hongkong Cricket Club teams representing the Buffs and H.M.S. *King Alfred* were enabled to play an all-day match at the Club's ground yesterday. The officers of the *King Alfred* and the regiment were "at home" to their friends, and the Buffs Band discoursed music during the afternoon. The match was won by the military team by 87 runs. Scores and analyses follow—

KING ALFRED.			
	R.	B.	W.
Lieut. Tovey, b. Baird	10	0	0
Mr. Johnson, c. b. Baird	0	0	0
Comdr. Lewis, c. Green, b. Anderson	2	0	0
Eng. Lt. Edwards, b. Baird	18	0	0
Sub. Lt. Haddon, c. Greenway, b. Sill	0	0	0
Lieut. Mullenex, c. Wedd, b. Sill	0	0	0
Eng. Sub. Lieut. Martin, b. Baird	13	0	0
Lieut. Tweddie, b. Baird	24	0	0
Mr. Hamilton, b. Baird	1	0	0
Capt. Clinton, Baker, c. Baird, b. Anderson	1	0	0
Mr. Rint, not out	3	0	0
Extras	8	0	0
Total	73	0	0

BOWLING ANALYSIS.			
	R.	B.	W.
Baird	13.5	4	17
Anderson	9	4	31
Sill	3	0	15

BUFFS.			
	R.	B.	W.
Greenway, b. Lewis	0	0	0
Green, run out	14	0	0
Anderson, c. Tovey, b. Mullenex	27	0	0
Lt. Col. Haggard, b. Hadden	1	0	0
Baird, b. Lewis	35	0	0
Turner, b. Hadden	30	0	0
Sill run out	9	0	0
Wedd, c. Hamilton, b. Lewis	18	0	0
Worthington, b. Lewis	1	0	0
Fother, c. Johnson, b. Lewis	2	0	0
Crookenden, not out	3	0	0
Extras	8	0	0
Total	169	0	0

BOWLING ANALYSIS.			
	R.	B.	W.
Mullenex	12	4	19
Lewis	9	3	69
Hadden	8	0	42

HOCKEY.

A match between the H. K. S. B. R. G. A. and a team representing the Navy was played at Happy Valley yesterday afternoon and resulted in a win for the former by six goals to one.

FOOTBALL.

An interesting game took place yesterday at the Happy Valley between teams from "E" and "F" Companies of the Buffs. "E" Company scored two goals through Cooper and Williams against one by "F" Company.

To-morrow, at 4.15 p.m. sharp, on the Military ground, the Lusitane Recreation Club team will meet the Royal Engineers Recreation Club.—The L. R. C. team will be—D. A. Soares, L. G. Cordeiro, A. H. Hyndman, F. H. Hyndman, A. A. Carvalho, Frank Soares, J. F. Castro, I. Corveit, B. C. da Silva, J. A. Vyasovich, H. A. Hyndman.

YACHTING.

The Corinthian Club's second race of the season takes place on Sunday, when events for the design and handicap class are set down. The course will be No. 7—Kowloon Dock starboard, Crab Buoys starboard, Channel Rocks port, and Kowloon Rocks port, a length of 83 miles. The start for the one-design class is timed for 9.30 and for the other 9.45 a.m.

WEATHER REPORT.

On the 10th at 12.05 p.m.—The barometer has risen slightly in S. Formosa and the Philippines, and fallen moderately over the Loochoos.

The typhoon has regained the Pacific as a moderate depression which is lying to the S. of Melao Sima this morning.

Pressure has given way over N. China and increased in E. Japan. Areas of high pressure are lying over S. Japan and Central China.

Gradients are less steep and the monsoon will decrease in strength in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.24 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Formosa Channel	N.E. win strong.
South coast of China between Hongkong and Lamooks.	Same as No.
South coast of China between Hongkong and Hainan...	
	N. win strong.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

GODOWN in Warehouse 100 by 50, 885 per month; also open air space adjoining 125 by 100.

Apply to— Box 1012.
Care of "Daily Press" Office.
Hongkong, 11th December, 1908. [1655]

FROM NEW YORK

THE H.A.L. Steamship

"ARAGONIA"

Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th December, 1908. [1654]

NAVIGAZIONE GENERALE

ITALIANA.
(Florida and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 21st inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.
Hongkong, 10th December, 1908. [4]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 years From 1874 to 1907.

Price 2d Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

IRON GRIT. Round or Angular for Stone sawing, dressing and polishing.

Also all other kinds of abrasives for stone working.

EDWARDS, MACDOUGAL & Co.,
180, West Regent Street,
GLASGOW, Scotland.
Buying Agents Wanted. [1611]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment.

CHING, EXPRESS CO.,
3, DUNDRELL STREET.
Hongkong, 28th November, 1908. [1050]

XMAS GIFTS

CAMERAS

OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

A TACK & CO.

26, DES VUEX ROAD, CENTRAL.
Hongkong, 27th November, 1908. [91]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1448]

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

MAURICE E. BANDMANN PRESENTS THE BANDMANN COMEDY CO.

Including: Miss FLORENCE HAMER.
GRAND OPENING NIGHT:
TO-NIGHT (FRIDAY), Dec. 11th,
"LADY FREDERICK."

Which has Broken all Records at Five London Theatres.

TO-MORROW (SATURDAY), Dec. 12th,
THE SILVER KING.

MONDAY, Dec. 14th,
THE NIGHT OF THE PARTY.

TUESDAY, Dec. 15th,
THE FLAG LIEUTENANT.

WEDNESDAY, Dec. 16th,
MRS. DOT.

THURSDAY, Dec. 17th,
A ROYAL DIVORCE.

FRIDAY, Dec. 18th,
MRS. WIGGS OF THE CABBAGE PATCH.

SATURDAY, Dec. 19th,
ZAZA.

MONDAY, Dec. 21st,
THE SCARLET PIMPERNEL.

TUESDAY, Dec. 22nd,
JACK STRAW.

WEDNESDAY, Dec. 23rd,
DIANA OF DOBSON'S.

THURSDAY, Dec. 24th,
THE GAY LORD QUEX.

Plan of Seats Now Ready at MOUTRIE & Co. PRICES: 8s, 2s & 1s.

Doors Open 8.30 P.M. Commence 9 P.M.

Late Trains will leave for the Peak 15 minutes after the performance.

Hongkong, 10th December, 1908. [1653]

BAZAAR

IN AID OF THE

Poor Chinese Orphans of the

ASILE DE LA SAINTE ENFANCE.

UNDER the Distinguished Patronage of His EXCELLENCY SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on MONDAY, the 14th inst., at 2 o'clock in the afternoon.

An inspection of the different Needle and Fancy Work made by their Poor Orphans requested.

ASILE DE LA SAINTE ENFANCE.
Hongkong, 2nd December, 1908. [1653]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cast Imports. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [660]

SANG MOW

BATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours on Sale.

All Orders receive Prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. [401]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK NO. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 62 "

DOCK NO. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIALS is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specialized built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. [908]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on

sale daily at the following stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTTOBEE & SONS, Kow-

loon Store No. 36, Elgin Road.

Messrs. HUNG CHEONG, Elgin Road.

Mr. AH YAU, Hongkong Ferry Wharf Stall.

AUCTIONS

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY, THURSDAY & FRIDAY,

the 16th, 17th and 18th December, 1908, com-

mencing each day at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vaux Road,

(corner of Ice House Street),

A MAJESTIC COLLECTION OF

JAPANESE SILK EMBROIDERIES,

BROCADES and ANTIQUE and MODERN

JAPANESE CURIOS.

(Particulars will be published later.)

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 8th December, 1908. [1649]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On **MONDAY and TUESDAY,**

the 21st and 22nd December, 1908, at 10 A.M.,

at H.M. NAVAL ESTABLISHMENTS,

SUNDAY OLD and SURPLUS NAVAL

and VICTUALLING STORES,

Comprising:—

OLD and SURPLUS NAVAL STORES:—

IRON BLOCKS, HOSES, LAMPS and

LANTERNS, TOOLS, OLD IRON and

METAL, ELECTRIC CABLES, OLD

BOILER, STEAM HAMMER, COAL

SACKS, CANVAS BAGS, OLD INDIA-

RUBBER, OLD LEATHERS, CARPETS,

MATTINGS, OLD BOATS, FURNITURE,

&c., &c., &c.

OLD and SURPLUS VICTUALLING

STORES:—PROVISIONS, Seamen's

CLOTHING, BLANKETS, Officers' Mess

TRAPS, (A Quantity of ELECTRO-PLATED

ARTICLES), IMPLEMENTS, Seamen's

MESS UTENSILS, OAK STAVES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 8th December, 1908. [1650]

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG:

ORIGINAL JURISDICTION.

Action No. 21 of 1908.

PARTICULARS and CONDITIONS of SALE

OF THE

Undermentioned Share and Interest in

LEASEHOLD LANDED PROPERTY

To be Sold

IN ONE LOT

by

PUBLIC AUCTION,

On **TUESDAY,**

the 22nd day of December, 1908, at 3 P.M. by

Mr. GEO. P. LAMBERT, at his

Sales Room, Duddell Street.

UNDER the direction of ARATHOON

SETH, Esquire, I.S.O., the Registrar

of the Supreme Court of Hongkong, pursuant

to an Order of the said Court made in the above

Action on the 17th day of November, 1908.

THE FOLLOWING ARE THE PARTICULARS:—

The one equal undivided SIXTH SHARE and

interest of Yu Hong otherwise Yu Lok No. 8

of and in all the Piece or Parcel of Land registered

in the Land Office as Section "D" of Marine

Lot No. 81, which has been carved for the

matter of Mortgages into Two Sections namely

the Subsection 1 of Section "D" of Marine

Lot No. 81, together with the Messuages of

Tenements thereon known as Nos. 324, 326 and

328, Des Vaux Road, West, and No. 2, Sung

Hing Lane, and the Remaining Portion of

Section "D" of Marine Lot No. 81,

together with the Messuages and Tenements

thereon known as Nos. 4, 6, 8, 10, 12, 16 and 18,

Sung Hing Lane.

The said premises are held for the residue

of the term of 999 years from the 12th day of

December, 1845, granted by a Crown Lease,

dated the 12th day of July, 1857, subject to

the payment of the Crown Rent, and to the

performance of the covenants in the said

Crown Lease reserved and contained:—As to

the Remaining Portion of Section "D" of

Marine Lot No. 81, the said premises are held

subject to an Indenture of Mortgage

registered in the Land Office as Memorandum

No. 41133 and to the principal sum of \$22,000,

and interest thereon.

For further particulars and conditions of

Sale apply to

Messrs. D'ALMADA & SMITH,

Solicitors for the Vendor,

Mr. GEO. P. LAMBERT,

Auct. officer.

Hongkong, 8th December, 1908. [1651]

COLD STORAGE.

THE Hongkong Ice Company, Ltd.,

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday

excepted, to receive and store perishable goods.

G. K. HATTON, Manager.

Hongkong 1st April, 1908. [45]

TO LET.

TO LET.

ROOMS in HOTEL MANSIONS, suitable for

Office or Chambers.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 11th November, 1908. [1550]

TO LET.

NO. 14, SEYMOUR TERRACE. Posses-

THE MITSUI BUSSAN KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

INTIMATIONS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT IP WING CHO, FUNG CHI YU, IP KAM KWONG, WONG YAT WAN and RUN LAM SANG, trading together in Co-partnership as the TUNG FU TAI Firm of No. 69, Connaught Road West Victoria Hongkong, have on the 28th day of August, 1903 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:-

(1) The representation of two Chinese children in a state of great joy, one has his hands above him and the other is bending down with hands outstretched towards three Cash lying on the ground, on the left-hand side of the Picture are the Characters 歡天喜地 meaning "To Rejoice Heavily and Earthward" and on the bottom of the Picture are the Characters 同手泰行 meaning "Tung Fu Tai Firm."

(2) The representation of a Green Tiger with the Sun Rising behind it, on the right of the Picture are the Characters 上等火柴 meaning "First Class Matches" and on the left are the Characters 綠虎為記 meaning "Green Tiger forms (our) Mark."

Facsimiles of each Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and of the undersigned. Dated the 8th day of October, 1903. DEACON, LOOKER & DEACON, Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT the STANDARD OIL COMPANY OF NEW YORK, of No. 28, Broadway in the City of New York, U.S.A., have on the 20th day of July, 1903, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:-

(1) The representation of a light-house with the word "Socony".

(2) The word "Socony".

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the undersigned. Dated the 8th day of October, 1903. DEACON, LOOKER & DEACON, Solicitors for the Applicants.

MITSUBISHI GOSHI KAISHA. (MITSUBISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI HOJO, NAGASAKI, SATO, SHINNEW, and KAMATAMADA.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO. KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AT, ABC 5th Ed., Western Union.

AGENTS: YOKOHAMA: M. ASADA, Engr. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 7th August, 1903. [716]

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM" having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 14th Dec. at 9.30 A.M.

All claims must reach us before the 18th Dec., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents. Hongkong, 7th December, 1903. [6]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Médor" from Bordeaux ex s.s. "Ville de Constantin" and "Ville de Dunkerque" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY the 14th Dec. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th Dec., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th Dec. at 3 P.M.

No Fire Insurance has been effected. P. NALIN, Agent. Hongkong, 7th December, 1903. [2]

FROM EUROPE.

THE H.A.L. Steamship

Captain Litning, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 7th December, 1903. 1646

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land" etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes it a volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold. PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NAVAL AND MILITARY NOTES.

Colonel F. H. Haynes who was stationed at Hongkong a few years ago as district paymaster, has just been transferred to Devonport as regimental accountant.

Captain T. C. Leah, Royal Garrison Artillery, who takes over duty at Hongkong, has been a gunner officer for just nine years, as he got his commission in November, 1899, and he was promoted captain last December. He served with the 17th Company Southern Division Royal Artillery in the South African war, 1900, and received the Queen's medal with two clasps. He takes over duty with the 83rd Company at Hongkong.

Lieutenant-General J. H. Wodehouse, C.B., C.M.G., British Service, to be an Army Commander, vice General Sir A. Hunter K.C.B., D.S.O., vacated, and the following promotions have recently been made in the Indian Army: to be Brevet Colonel, Lieutenant-Colonel W. H. D. Rich, Supply and Transport Officer, Lieutenants to be Captain C. V. Butler, 114th Mahattas, Nelson, 3rd Brahmins; W. S. Smith, 22nd Cavalry.

A White Paper recently issued contains statistics relating to the strength of Army on October 1 last, as compared with the strength on October 1, 1905. The strength of the Regular Army on the British establishment, exclusive of the permanent staff of Volunteer and Territorial Forces and of Colonial and Indian troops, in 1905 was 169,349, and on October 1 last 168,915. The Militia in 1905 was composed of 13,254 artillery and 69,629 infantry, while the Special Reserve on October 1 last comprised 9,355 artillery and 50,177 infantry. As to the Volunteers and Territorial Force, the former in 1905 totalled 38,862 artillery and 180,439 infantry, while the latter force last month consisted of 27,896 artillery and 117,729 infantry. The strength of the Army Reserve increased by 39,289 from 1905 to 1903, the respective figures being 94,342 and 133,631.

Truth has been having something to say lately about the financial difficulties of any country in India. Mr. Labouchere writes: "There seems to be no doubt whatever that heavy indebtedness is the rule among Indian officers. One officer quotes a time-honoured saying in the Indian Service: 'As a subaltern you get into debt, as a captain you live in debt, and as a field officer you get out of debt—if you can.' This state of things is really disgraceful to the Government, which is ultimately responsible for it, especially when 'being in debt' means in India being in the hands of native usurers. The effect of it is that the Government keeps side by side with its Army officers a small army of swarms to finance them over the first few years of their service."

Word has been received at Rangoon from India that the Secretary of State has refused the recommendation of July last of the Government of India to the Secretary of State that "Not-entitled" passages on transports might when accommodation was available and after full provision had been made for the wants of military officers and their families be granted to civil officers of any service recruited in England (including chaplains) whose pay did not exceed Rs. 850 per mensem and whose circumstances rendered the grant of such a concession, as also for their families desirable. The Secretary of State, in replying, pointed out that the new rules, under which officers of the British services, when travelling by Government transports on duty to or from India, are entitled to passages for their families, involve a great restriction of the accommodation remaining for "not-entitled" military officers and their families, that in many transports there will be no such spare accommodation at all; and that when there is any, it will rarely, if ever, be more than enough to satisfy the claims of military applicants, who are already greatly in excess of the vacancies available; and whose claims would have to be met before applications from civil officers and their families could be entertained. The Secretary of State does not, therefore, consider it advisable to extend to the latter an eligibility which would necessarily be almost entirely confined to the former. According to applications for the grant of non-entitled passages by transports to civil officers (including chaplains) and their families should not be submitted to the Army department. Applications for passages for chaplains and their families should only be submitted when exceptional circumstances are present, and when certain specified conditions are satisfied.

A Home paper understands that a new crew will be sent out to the cruiser Bedford early in the new year to recommission her for further service in Far Eastern waters.

Engineer Rear-Admiral John Evans Chase has retired from H.M. Navy after 36 years service. He was engineer-in-charge (1867-6) of the gunboat Cockchafer by the China station, in which he was present at the bombardment of Keelung and in the operations at Tamsui, Formosa, during the Franco-Chinese war; and January, 1899, he was appointed to H.M.S. Terrible, and served in her, under Captain (now Rear-Admiral) Percy Scott, in South Africa in 1899 and 1900 (medal), and in North China during Boxer troubles (medal).

The Navy Department of the United States has decided to adopt a certain shade of what may be described as slate colour for a number of the vessels of war, the colour to be applied to the above-water portions of the ship, including the exterior of the small boats. The colour will be applied to the New Hampshire, Idaho, Mississippi, Montana, North Carolina, and the three scout cruisers. It has been decided to adapt the paint with a "fast surface," which, in painters' parlance, distinguishes it from a glossy surface, which reflects the light. This means putting a "war colour" of paint on the naval ships, and while it does not add to their attractiveness in the least, it will afford an opportunity to observe directly the effect of the colour which would be used in time of trouble. The Department will take up the question whether this paint shall be applied to naval yachts, converted cruisers, auxiliary vessels, supply ships, and yard craft, and whether the torpedo-boats should have the newly-adapted slate colour in place of the dark olive which has been pronounced so satisfactory in the case of those vessels.

MR. TAFT'S TALISMAN.

To be in the thick of it; that is to live, Mr. Taft has expressed as being the sum total of his existence, says a writer in the "Penny Magazine." Mr. Taft works twelve hours every day of the week, and he allows himself but two meals a day. Everything he does is carried out with an extraordinary spirit, for his lamp of vitality never burns low. He will go on working like a steam engine, in all likelihood until the day of his death. No wonder then, that they call him "the steam engine in trousers." Under the crown of his hat he carries a little American flag. It is his talisman, and he has always said that every day he did under the flag should be done with every effort of which he was capable.

THE COTTON TRADE.

The following communications in reference to an important development in the cotton trade are published in the Home papers:-

International Federation of Master Cotton Spinners and Manufacturers' Associations, 15, Cross-street, Manchester, Nov. 10, 1903.

Sir, I am instructed by the Chairman of the International Federation of Master Cotton Spinners and Manufacturers' Associations to send you for publication enclosed copy of a letter received to-day by him from the United States Department of Agriculture, asking him to suggest the names of cotton experts to attend a conference which will be called early next year for the purpose of establishing nine grades of American cotton.

This conference, in the opinion of Mr. C. W. Macara, is a development which, if carried out successfully, will prove to be of enormous advantage to the cotton industry. It is, no doubt, a direct outcome of the International Conference of the Spinners of the World and the Cotton Planters of America, held in the autumn of last year at Atlanta, Ga., at which 118 European delegates attended under the auspices of the International Federation.

The question of nominating the cotton experts will be dealt with amongst other important matters at the next meeting of the International Committee, which will be held on December 1st and 2nd in Geneva.

Yours faithfully, ARNO SCHMIDT, Secretary.

United States Department of Agriculture, Bureau of Plant Industry, Washington, D.C., October 30th, 1903.

Mr. C. W. Macara, chairman, International Federation of Cotton Spinners, Manchester.

Dear Sir, The Congress of the United States has directed that the Secretary of Agriculture of the American Government shall establish official standards of nine grades of American cotton. The object of this legislation is to have one set of standards for the entire country, so as to secure uniformity in price-quotations and eliminate as much recalculation as possible, there being at the present time different standards of cotton in different parts of the United States, and the confusion, dissatisfaction, annoyance, and loss to the producer, the cotton trade, and the spinner.

Correspondence and discussion have shown it to be most desirable that a conference be held, with a view to establishing an international standard for American cotton. It is, therefore, the intention to invite a committee to meet in conference with the Department of Agriculture in Washington early in 1904. Any recommendation made by this conference will have very great weight in preparing the nine official cotton standards directed by Congress, and it is hoped that other countries may adopt similar standards.

It is desired to secure for this conference men of the very highest ability as cotton experts, and at the same time, men who have the very highest business standing and are thoroughly conversant with all phases of the cotton trade. Little difficulty is experienced in securing men of this character from the United States, prominent business men having already indicated their willingness to serve the cotton trade in this respect. It is thought that two or three days in Washington will be sufficient for the conference. The Department of Agriculture will refund travelling expenses of the members. All the facilities of the Department of Agriculture will be placed at the disposal of the members of the committee. They will have assembled for their information cotton standards from all the American cotton exchanges and from the foreign cotton exchanges, these exchanges having generously agreed to contribute their standards for this purpose.

It is thought that you may be able to suggest members who will attend this conference—men of the highest standard indicated above. If you could suggest the names of a number of gentlemen prominent in the cotton business, such that there could be selected from among them one man for each of the three most important cotton manufacturing nations of Europe, those names would receive very careful consideration. It is possible that members of prominent firms may be the United States at the time of the conference, and I would suggest that you give this phase of the question careful attention, as it would seem desirable, other things being equal, to avoid the loss of time and expense connected with a special trip across the Atlantic. We shall appreciate very much any assistance that you may render in this important matter.

I will mention that it is not the intention that the members of this committee shall officially represent any cotton exchange or firm, but shall act simply in the interests of the entire cotton industry.

Very truly yours, N. A. COBB, Crop Technologist.

REFORMING THE LANGUAGE.

PROFESSOR SKERT'S PLEA FOR SIMPLIFIED SPELLING.

An attack on what is described as the "present chaotic condition" of English spelling is to be made by the newly-organised Simplified Spelling Society, which includes, among its vice-presidents and committee a number of eminent philologists and literary men.

Professor W. W. Skeat is the president, and the following are among the vice-presidents and members of the committee:-

Andrew Carnegie, LL.D., Thomas J. Macnamara, M.P., LL.D., M.A., Sir James A. H. Murray, M.A., LL.D., D.C.L., B. LITT., PH.D., Sir William Ramsay, K.C.B., LL.D., D.Sc., M.D., William Archer, M.A., H. Stanley Jevons, M.A., B.A., Professor Gilbert Murray, LL.D., Professor A. S. Napier, D. LITT., J. S. Westlake, M.A.

The first objective of the Society, as announced by Professor Skeat, in his opening address, will be the reform of the vowel values, and an effort to approximate them to the continental standards. Professor Skeat also suggests the study of the origin of English spellings.

"Why, for example," he asks, "do we spell 'oak' with 'oa,' but 'spoke' with an 'o' and a final 'e'?" How came 'ou' to denote the diphthong sound which is heard in the word 'house,' while the same sound is expressed by 'au' in German? How came the same symbol 'ou' to denote the 'ou' in 'soup'? How is it that the sound of 'a' in 'caks' can be represented in at least twenty-one different ways, and the sound of 'e' in 'feet' in twenty-four different ways?

"The pronunciation of our words has a regular history, which has been very fully investigated in several recent works. We now know that the word which we now call 'oak,' was pronounced by King Alfred as 'aak,' and by Chaucer as 'awk.' We have one set of sounds for Anglo-Saxon, another for Middle English, another for Shakespeare's time, and another at the present day."

MAN AND WINGS.

WHAT WILL HE DO WITH THEM?

Mr. T. F. Farman the aeronaut, has written as follows on this subject:-

To imagine what use man will make of his wings, it is necessary to recognise the fact that both the Wright Brothers' catapult and the French heavy frame and wheels will be done away with, and that the aeroplanes of the future will be very different from those which, for instance, will figure in next year's Grand Prix race just created by the Aero Club of France. That competition, with its prize of £4,000, and all the very numerous other prizes which have already been offered, together with those which will be founded for the accomplishment of aerial feats, will suffice to encourage the aviators till the moment (nearer than most people imagine) arrives when practical aeroplanes will have become marketable articles within the reach of the rich, if not of the ordinary sportsman. After the pioneers have, so to say, created the aerial roads, or more correctly speaking, invented a machine which, despising thoroughfares will wander at will over hill and dale, there will be as great a range for aviation as there was, and is still, for motoring. But there will be this difference—an automobile, from the first, and must remain, a comparatively expensive article, whereas the aeroplane will be relatively cheap. It will not long remain the exclusive appanage of the wealthy classes, and will surely be quickly utilised for the every-day work of the world. After the invention of the bicycle, cycling became an aristocratic sport, but prices coming down, the bicycle fell into the popular domain, and is now used by all classes of society, both for pleasure and for work. Though the aeroplane will probably never be so cheap as a bicycle, its price will not be so high as to prevent its use in ordinary everyday life.

If the new sport of aviation about to be inaugurated results in unforeseen inconveniences for those not practising it, it will at any rate, and thus perhaps aid in solving the 'road-making' and 'dust' questions, discussed so earnestly at the Paris Congress, a few weeks ago. When aeroplanes fitted with motors as trustworthy as automobile motors can rise from the ground without requiring a catapult to start them or a large space of previously prepared ground to get up speed for flight, people will surely go touring and paying visits with their aerial machines as they now do with their motor cars. The revolution the aeroplane will effect must necessarily be much greater than that achieved by the motor car. Warfare seems likely to be one of the first things which will be at least modified by it if it does not succeed in abolishing it altogether. It is no longer excessive to imagine a conventional body of well-armed troops being transported on aeroplanes a long distance over the heads of an army on land, unable to stop them. Even before the time comes for battles in the air the Wright Brothers, and, indeed, most aviators, consider that even their present machines could, in case of war, render most efficient services in scouting, to say nothing of dropping explosives into the midst of an army or on fortification.

Then who would venture to set a limit to the usefulness of the aeroplanes in civil life? As I have indicated, no one can yet measure the carrying capacity of the future flying machines. The Egyptian vultures, which utilise the force of the wind to soar into the air after a few violent flappings of their wings, and then remain in the air, circling about, ascending and descending, for hours together, without any perceptible motion of their wings, and consequently without the expenditure of energy or motive power, open up a vista of possibilities which at the present moment seem to belong to the domain of miracle, but which to-morrow may be realised, just as the transmission of sound even by the wireless telephony, is achieved. Several of the modern inventions would have been classed by people of only two generations back among impossibilities. Consequently, if it is impossible to say at the present moment what the aeroplane will be used for, it is equally impossible to say what it will not be used for if crawling on the ground be excepted.

SELF-DESTRUCTION.

Every so, every thought, every rush of passion, every emotion, every movement of muscle or mind uses up some of the substance of our bodies, just as every step in walking helps to wear out our shoes. Food repairs the loss to some extent, but the power to digest food grows less from year to year with age. That is the *reduco, senex or later, we must die*. That is the *reduco, senex or later, we must die*.

Now take note. The faster you live the more you waste; the more you throw away, the sooner you come to the end.

Once more. The great waste, the great thief of life is *illness*. Then, you may lose in a month what might have lasted a year, and (remember!) not merely of flesh and strength, but of the power to get it back. Here is where Mother Seigel's Syrup does its wonderful work. It gives you back lost power. Not all of it, for then you could live for ever; but most of it. Convincing proof of this is afforded by the case of Mr. James S. Morton, of 233, Lexington Avenue, Lordship Lane, N., who writes thus on July 17th, 1903: "In the winter of 1890-1, I was engaged upon a very arduous task which sometimes occupied me 18 hours a day, and on three or four occasions right through the night. Before it was completed I began to suffer from biliousness and indigestion. The pain at my chest after eating was unbearable, and my sight was much affected. That winter I lost much of my time and strength, and I was unable to do my work. I had taken half of the second bottle, the pain after eating was less intense. By the time I had taken eight bottles of the Syrup my ailments had completely left me. Indigestion is now no more to me than a painful memory."

Mother Seigel's Syrup is also prepared in Tablet form, as Mother Seigel's Syrup Tablets. Price 2/6. 67-8

LATEST STEAMER MOVEMENTS.

The Bank Line Ltd. str. *Kumeric* left Manila on the morning of the 10th inst. for Hongkong. The E. & A. str. *Empire* from Sydney etc., left Manila on the 10th inst. at 10 a.m. for this port.

The Indo-China str. *Laisang* from Calcutta and the Straits left Singapore for this port on the 15th inst.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Moji on the 9th inst. and is expected here on the 15th inst.

The Glen Line str. *Glenawon* left Singapore on the 10th inst., and may be expected to arrive here on the 16th inst.

The G.N. str. *Minneapolis* from Seattle has arrived at Yokohama on Thursday 10th inst. will sail for Hongkong via usual ports of call on Saturday and may be expected here on or about Friday 25th inst.

GUNS.
DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 35s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.
C. JAMES & REYNOLDS,
George Street, Minories, London, E.C., Eng.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER OAK \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS "VAT" SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA. A. S. WATSON & CO. LTD.

RIGAUD'S KANAKA OF JAPAN TOILET WATER

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Aberdeen, dispatch-boat, 700 tons, 4 guns, 3,000 i.h.p., Comd. C. F. Fuller, Hongkong.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain F. E. C. Ryan, Hongkong.
Bedford, 1st class cruiser, Capt. E. E. Erskine, R.N., Hongkong.
Brabant, gunboat 710 tons, 900 i.h.p., Lieut.-Comdr. Hon. R. O. D. Bridgeman, Shanghai.
Britannia, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. F. B. Noble, Shanghai.
Cadmus, British ship, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.
Cherub, water tank and tug, 330 tons, 300 i.h.p., Master S. West, Hongkong.
Clio, British ship, 1,070 tons, Comdr. C. T. Borrett, Shanghai.
Fame, torpedo-boat destroyer, 310 tons, 5 guns, 5,700 i.h.p., Lieut.-Comdr. Greskon, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, Shanghai.
Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. B. J. D. Gay, V.C., Hongkong.
Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 i.h.p., Lieut.-Comdr. G. C. Dickens, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., Lieut.-Comdr. C. A. Freemantle, Hongkong.
Kent, 1st class cruiser, 9,200 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marceau, Hongkong.
King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lamington, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p., Capt. L. Clinton-Baker, Hongkong.
Kinsla, river gunboat, 616 tons, Lieut.-Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. F. H. Walter, Jesselton.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. O. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Alan Dixon, Yangtze.
Taka, torpedo boat destroyer Gunner Barlow, Hongkong.
Tamsui, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. H. R. Godfrey, Yangtze.
Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. H. T. Atlay, Yangtze.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. H. P. Douglas, en route for Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut.-Comdr. J. Kiddle, Hongkong.
Widgeon, gunboat 195 tons, 2 guns, 300 i.h.p., Lt. Comdr. John F. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. R. V. Cottrell, Dorrner, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. R. Livingstone, Yangtze.

SHIPPING.

ARRIVALS.

ARAGONIA, German str., 5400, Meyer, 10th Dec.—New York 9th Oct., General and Oil
Hamburg—America Line.
ASTANAX, British str., 3021, D. Maclean, 10th Dec.—Singapore 2nd Dec., General—Butterfield & Swire.
CHEANG CHEW, British str., 1232, A. Troan, 9th Dec.—Singapore 28th Nov., General.
CHIEHLI, British str., 1143, J. Warrack, 10th Dec.—Haiphong 5th and Heilong 8th Dec., Rice and General—Butterfield & Swire.
CHUYEN, Chinese str., 1133, C. Steward, 10th Dec.—Shanghai 5th Dec., General—C. M. S. N. Co.
CLARA JENSEN, German str., 1103, Bendisen, 10th Dec.—Haiphong 7th Dec., Coal—Jensen & Co.
CLAYDON, British str., 2085, Gutt, 10th Dec.—Cardiff 14th Oct., Coal and Palms Fuel—Dodwell & Co.
ISCHIA, Italian str., 3481, Belito, 10th Dec.—Bombay 17th, Colombo 21st, Penang 27th and Singapore 30th Nov., General—Carlowitz & Co.
NINGPO, British str., 1228, E. Richards, 9th Dec.—Swatow 8th Dec., Ballast—Butterfield & Swire.
ZWEFA, British str., 941, Ramsay, 10th Dec.—Samarang 29th Nov., General & Sugar—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

10th December.
Aldham, British str., for Sydney.
Chiyang, British str., for Tientsin.
Chiyen, Chinese str., for Canton.
Esau, British str., for Shanghai.
Frydolf, Norwegian str., for Saigon.
Keungwei, German str., for Swatow.
Lohsue, British str., for Shanghai.
Segovia, German str., for Singapore.
Sigan, British str., for Saigon.
Yean Maru, Jap. str., for Kutchinatan.

DEPARTURES.

10th December.
AMARA, British str., for Hongkong.
CHOSHUN MARU, Jap. str., for Swatow.
HAIMUN, British str., for Swatow.
HSINGHANG, Chinese str., for Shanghai.
SEGOWIA, German str., for Singapore.
SHOCHU MARU, Jap. str., for Swatow.

SHIPPING REPORTS.

The Chinese str. Chiyen reports: Strong gale from N.N.E. to Lamocks, thence moderate weather.

VESSELS IN DOCK.

December 10th.
ABERDEEN DOCK.—Usher, H.M.S. Whiting, Gilbert, H.M.S. Virago, Himsing, Teintin, Itiky.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."
Captain A. E. Gentes, will be despatched for the above ports TO-DAY, the 11th December, at Noon, instead of as previously advertised. For Freight or Passage apply to DAVID SASSOON & Co., Ltd. Agents. Hongkong, 10th December, 1908. [1638]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
Captain Belito, will be despatched as above on TUESDAY, the 15th Dec., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 11th December, 1908. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE."
Captain McDougall, will be despatched for the above ports on WEDNESDAY, the 16th December, 1908. For Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."
Captain Bartolo, will leave for the above places on THURSDAY, the 17th inst. P.M. This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess. For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Princes Building. Hongkong, 10th December, 1908. [5]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 16th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, &c. VIA PORT OF CALL.	DUMBEA	Fr. str.	—	Boyer	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES, HAVRE & C. PENHAGEN.	SIAM	Dan. str.	—	C. D. Bennett, R.N.R.	MELCHERS & Co.	Beginning of January.
MARSEILLES & LONDON VIA POMBAY	MACEDONIA	Brit. str.	—	H. Fraser	P. & O. S. N. Co.	On 23rd inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKAPA MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FAO MARU	Jap. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
TRIESTE, &c. VIA SINGAPORE, &c.	PRINCE ALICE	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	About 24th inst.
NEW YORK	E. F. FERDINAND	Brit. str.	—	McDougall	DODWELL & Co., Ltd.	On 18th inst.
BOSTON & NEW YORK	TUDOR PRINCE	Am. str.	—	McDougall	ARNHOLD, KARBURG & Co.	On 16th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	F. S. Cowley	CANADIAN PACIFIC R. Co.	On 19th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGNA	Brit. str.	1 m.	J. Nagao	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN.	KUMERIC	Brit. str.	—	L. Dawson	DODWELL & Co., Ltd.	On 17th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOSI MARU	Jap. str.	1 m.	A. B. Hoes	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	—	W. J. Sander	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	HIRANO MARU	Jap. str.	—	K. Kawara	MELCHERS & Co.	On 31st inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 5th Jan., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	KAWACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	To-morrow, at Daylight
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TIKINI	Brit. str.	—	B. W. H. Snow	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	DEUZA	Brit. str.	—	M. Winckler	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	YOTOMI MARU	Jap. str.	—	Richard	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI & KOBE	WAISHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D'light
SHANGHAI	KWONGSANG	Brit. str.	—	Lee	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI	TINGSONG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	CHOWSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	KUTSANG	Brit. str.	—	Bartolo	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI	BARCELONA	Ger. str.	k.w.	G. Meiners	SANDER, WIELER & Co.	On 17th inst., P.M.
SHANGHAI	PERSIA	Ger. str.	—	G. M. Montford, R.N.R.	MELCHERS & Co.	About 17th inst.
SHANGHAI	DERFFLINGER	Brit. str.	—	Charbonnel	P. & O. S. N. Co.	About 20th inst.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE, &c.	SUNDA	Brit. str.	—	Block	MESSAGERIES MARITIMES	On 21st inst., P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKIN	Fr. str.	—	Pand-r	MELCHERS & Co.	Middle of January.
SHANGHAI, KOBE & YOKOHAMA	YIDD	Dan. str.	—	Brown	HAMBURG-AMERICA LINE	On 3rd Jan.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	k.w.	Y. Katsuki	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TIPIANAS	Dut. str.	—	Siddford	MUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	YOCROW	Brit. str.	1 m.	Pashmore	MUTTERFIELD & SWIRE	On 15th inst., at 8 A.M.
SHANGHAI	JOSHIN MARU	Jap. str.	—	Robertson	MUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	SHOCHUN	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 13th inst., at D'light
SHANGHAI	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	To-day, at 10 A.M.
SHANGHAI	SHAOHSING	Brit. str.	2 h.	J. Warrack	DOUGLAS LAFRAIK & Co.	On 15th inst., at 10 A.M.
SHANGHAI	HAIMUN	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI	HAITANG	Brit. str.	1 m.	K. W. Almond	SHEWAN, TOMES & Co.	On 14th inst., at 10 A.M.
SHANGHAI	CHIEHLI	Brit. str.	—	A. W. Outbridge	MUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	YUNSHANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	REBI	Brit. str.	1 m.	E. Rodger	MUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
SHANGHAI	TRAN	Brit. str.	—	A. Somerville	MUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	LOONGSANG	Brit. str.	—	Mathias	MUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI	ZAPRO	Brit. str.	—	F. Semblil	MUTTERFIELD & SWIRE	On 22nd inst., at 3 P.M.
SHANGHAI	TAMING	Brit. str.	1 m.	Delatte	MUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	KAIPONG	Brit. str.	1 m.	Robertson	MELCHERS & Co.	Beginning of January.
SHANGHAI	BOERNE	Ger. str.	—	B. Kent	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
SHANGHAI	BOHIA	Ger. str.	—	A. G. Bent's	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	YOSHIO MARU	Jap. str.	—	M. B. Lake	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SHANGHAI	LIGHTNING	Brit. str.	—	G. Booker	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI	KUMSANG	Brit. str.	1 m.	Zwart	MUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	KUMKOW	Brit. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TIPODAS	Dut. str.	—			

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 2nd December, 1908.

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed. day, 16th Dec., at Noon.
SHANGHAI, TSINGTAU, NAGA- SAKI, KOBE AND YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Thursday, 17th December.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. V. SENDEN	Thursday, 21st Dec., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBLIL	Beginning of January, 09

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th December, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER.
"EMPRESS OF INDIA"	6,000 Tons SATURDAY, 19th Dec.	8th Jan. 09
"EMPRESS OF JAPAN"	6,000 Tons SATURDAY, 16th Jan.	5th Febr. 09
"EMPRESS OF CHINA"	6,000 Tons SATURDAY, 13th Febr.	5th March 09
"EMPRESS OF INDIA"	6,163 Tons TUESDAY, 2nd March	26th March 09
"EMPRESS OF JAPAN"	6,000 Tons SATURDAY, 13th March	2nd April 09
"EMPRESS OF JAPAN"	6,000 Tons SATURDAY, 10th April	30th April 09

"EMPRESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTEAGLE" 12 Noons. THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Intermediate on Steamers £40. and 1st Class Railway £42.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, General Traffic Agent for China,
Corner Fiddler Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOKIN" Capt. Charbonnel	On 21st Dec., P.M.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Boyer	On 22nd Dec., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Henric	On 4th Jan., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building.

Hongkong, 9th December, 1908.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed by Bombay by the R.M.S. "ARABIA" due in London on the 23rd January, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th November, 1908. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "LENNOX" On 18th Dec.
For Freight and further information, apply to DODWELL & Co., Ltd. Agents. Hongkong, 1st December, 1908. [129]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

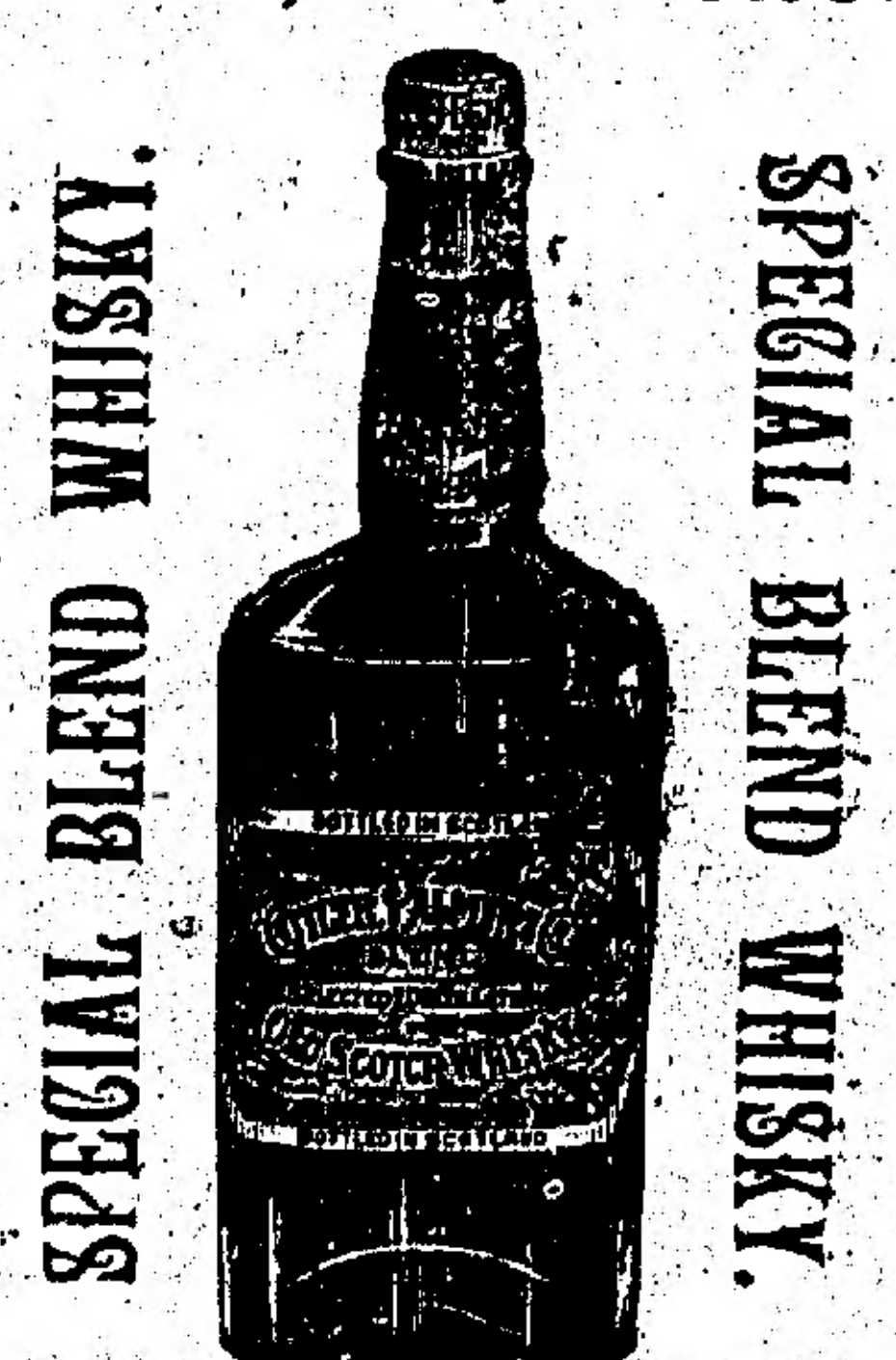
THE Company's Steamship

"E. FRANZ FERDINAND."
Captain Nitsche, will be despatched as above on or about 24th December. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Princes Buildings. Hongkong, 28th November, 1908. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

報新外中港香
CHUNG NGOI SAN P.O.
(Chinese Daily Press).

PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. Hayward, R.N.E.	Noon, 12th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	PALEOMO Capt. F. B. Fergusson	About 16th Dec.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.E.	About 20th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"SHAOSHING"	On 11th Dec., 10 A.M.
AMOY and SHANGHAI	"SZECHUEN"	On 12th Dec., 4 P.M.
HOIHOW and HAIPHONG	"CHIHLI"	On 14th Dec., 10 A.M.
MANILA	"TEAN"	On 15th Dec., 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 15th Dec., 4 P.M.
SAMARANG and SOERABAYA	"KUEICHOW"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 18th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 18th Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAISHING"	Friday, 11th Dec., Noon.
MANILA	"YUENSANG"	Friday, 11th Dec., 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 13th Dec., 11 Light
SHANGHAI	"TONGSANG"	Tuesday, 15th Dec., Noon.
SHANGHAI	"CHOYSANG"	Wed., 16th Dec., Noon.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Wed., 16th Dec., Noon.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chifu, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	AMOY & FOOCHOW.	SUNDAY, 13th Dec., at Daylight
"HAIMUN"	SWATOW	SUNDAY, 13th Dec., at 10 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 15th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th December, 1908.

1579

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW & AMOY	"JOSHIN MARU" Capt. Y. KASURAKI	TUESDAY, 15th Dec., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th December, 1908.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. BARCELONA	17th Dec.
S.S. ANDALUSIA	3rd Jan. 09
S.S. SLAVONIA	17th Jan. 09
S.S. SAXONIA	27th Jan. 09
S.S. SPEZIA	8th Febr. 09

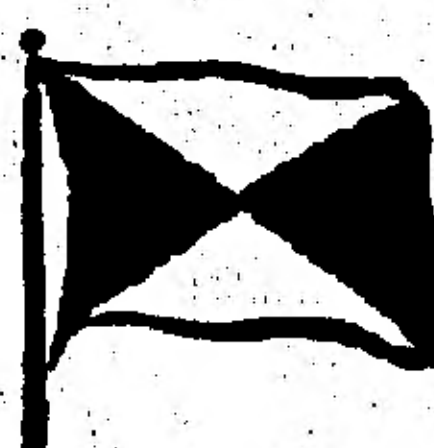
HOMEWARD.

FOR HAVRE, ROTTERDAM & HAMBURG:

S.S. SCANDIA	22nd Dec.
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Further Particulars, apply to—
Hongkong, 30th November, 1908.HAMBURG-AMERIKA LINIE,
Hongkong Office.

12



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 12th Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 7th December, 1908.

14

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.

THE Co's Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," 9,000 tons reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.
[1599]

Hongkong, 24th November, 1908.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMER.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6265	WED'DAY, 23rd Dec., at Daylight
COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI	TOGA MARU Capt. J. Negoro	5828	TUESDAY, 22nd Dec., at 4 P.M.
MOJI, KOBE, YOKOHAMA and YOKOHAMA	SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan., 09 at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. A. E. Messer	5539	THURSDAY, 24th Dec., at Noon
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon
KOBE and YOKOHAMA	TOTOMI MARU Capt. M. Winkler	3412	FRIDAY, 11th December
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. H. Petersen	6101	SATURDAY, 12th Dec., at Daylight
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 17th December
	KUMANO MARU Capt. N. Mathieson	5076	WED'DAY, 23rd Dec., at Noon

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 10th December, 1908.

T. KUSUMOTO,
MANAGER.

356

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan. 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan. 09

For Further Particulars apply to
Hongkong, 10th December, 1908.MELCHERS & CO.,
AGENTS.

6

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILATJAP.	JAVA	First half of Febr.	SHANGHAI	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 1st December, 1908.

Telephone No. 375.

18

PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.E.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17th.
LONDON - - - - - APRIL 24th.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd " £48.8 " £72.12

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.
[1600]

Hongkong, 24th November, 1908.

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 10th.
Capt. G. Rott.

"KLEIST" - 9,000 - ON MARCH 24th.
Capt. R. Meyer.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7th.
Capt. F. v. Binzer.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON
TO LAND PASSENGERS.

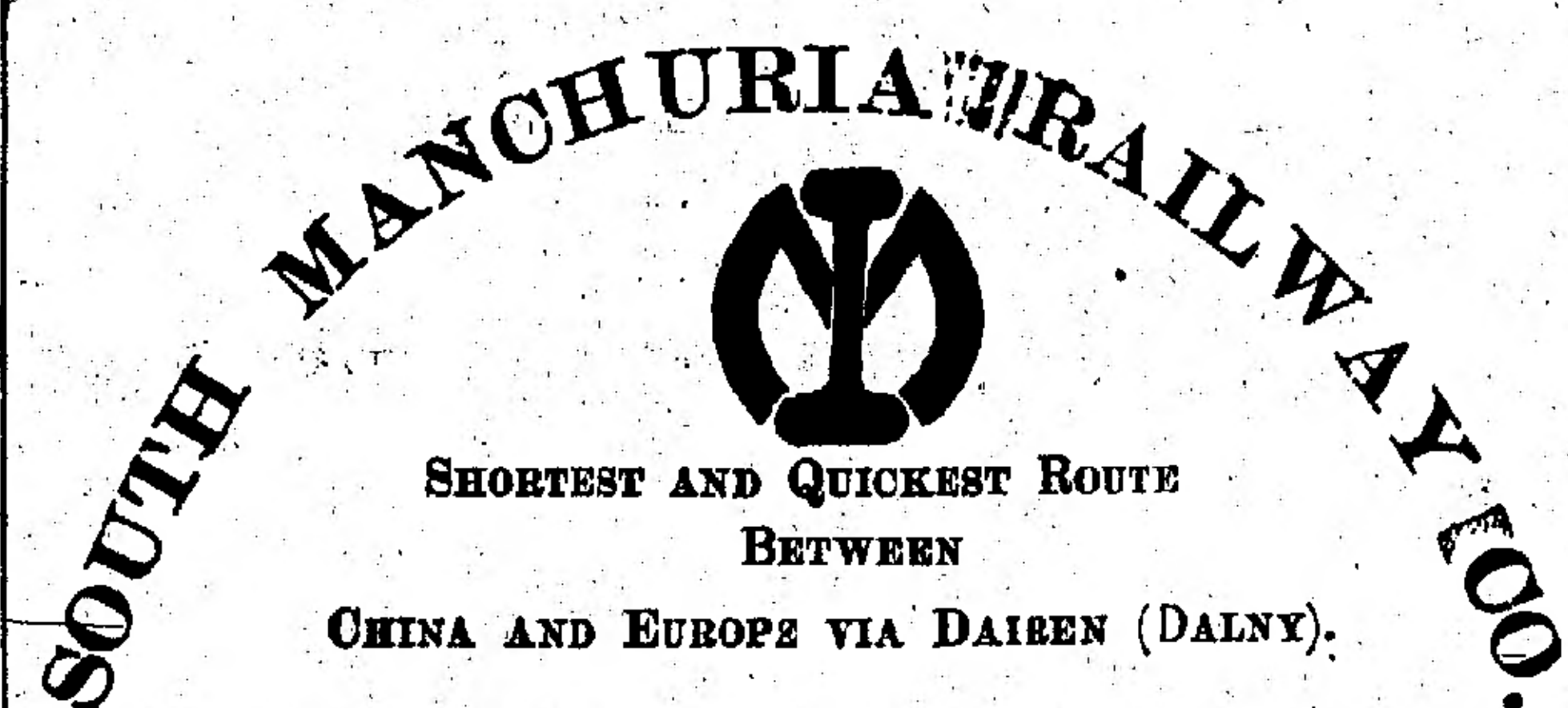
Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1624]

SHORTEST AND QUICKEST ROUTE
BETWEEN

CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORO MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchengtzun (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 4 hours from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchuan Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANTESSU" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [1303]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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